

truckmen, teamsters and trucking contractors as will carry out the letter and spirit of these resolutions and render impartial service for the benefit of the public; and be it further resolved, That acting in the interests of the public welfare, we appoint a committee to carry out the terms of these resolutions in cooperation with a committee representing the Merchants Association of New York, the Chamber of Commerce of the State of New York, Brooklyn Chamber of Commerce, Bronx Board of Trade, New York Board of Trade and Transportation and Chamber of Commerce of the Borough of Queens, and that if occasion so requires said committee shall definitely make arrangements for such independent trucking facilities as may be needed in the premises, for adequate police protection and the enforcement of the law through appropriate legal proceedings; and be it further

Resolved, That we feel compelled to take this action for the protection of the supreme rights of the public, without regard to the merits of unionism or non-unionism, the open shop or the closed shop, upon which questions we are not now expressing any opinion."

W. G. Daniels, vice-president of the United States Trucking Corporation, the biggest of the concerns here, said there were about 2,200 private owners of trucks in the city who would be glad to find some way around the difficulty, but did not think the present action of the merchants would solve the problem.

A similar movement, he said, was being made in New York City and elsewhere to begin work with, but nothing came of it. He thought that any such radical step would give rise to numerous other sympathetic walk-outs, which would only serve to aggravate conditions.

Three thousand so-called outlaw railroad strikers paraded through the principal streets of Hoboken last night in an attempt to bring their cause to the attention of the public. In the parade, which was led by two bands, were one hundred former soldiers and twenty-five sailors in uniform, who carried the national colors. Each of the marchers carried a miniature Stars and Stripes.

Another parade, which promises to be larger than that in Hoboken, will take place here to-night. It will form at Tenth Avenue and Twenty-third Street at 6:30 o'clock and march north to Thirtieth Street to Eighth Avenue, to Fifty-seventh Street, to First Avenue, and thence to Eighty-sixth Street, where a mass meeting will take place.

In his address at the Hoboken mass meeting, Mr. McLaughlin denied that the strike had been lost.

Southern Roads Ask 31 Per Cent Raise on Freight

Illinois Central Head Tells I. C. C. \$120,770,000 Additional Revenue Is Needed to Earn 6 Per Cent.

From The Tribune's Washington Bureau
WASHINGTON, May 5.—Southern railroads need \$120,770,000 additional revenue this year to be able to earn 6 per cent on freight rates, according to \$2,284,000,000, C. H. Markham, president of the Illinois Central Railroad, today told the Interstate Commerce Commission. He added that increased wages and operating expenses had cut the net annual income basis of the Southern carriers to less than 1 per cent, or \$10,299,000.

On other railroads, the Southern lines preferred to leave passenger rates undisturbed, Mr. Markham said, but they insisted that a 30.9 per cent increase in freight rates be necessary if the carriers were to be enabled to earn the 6 per cent interest fixed by the Esch-Cummings transportation act recently passed by Congress.

Mr. Markham proposed increases on coal and coke from 30 to 90 cents a ton; cement, from \$5 to \$14.40 a ton; building lime, from 35 cents to \$1 a ton; sand, gravel, crushed stone and other building materials, 25 to 50 cents a ton. He suggested special treatment for these items in carload lots. On all other products he advocated a flat increase in rates of 31 per cent.

Declaring that "a grave emergency exists" in the affairs of the railroads of the South because of a tremendous increase in the cost of operating and that has not been accompanied by a corresponding increase in transportation, he asserted that the carriers would sustain crushing financial losses unless their rates were substantially advanced. "There is no longer a foreign market for American railroad securities," he said. "Today this security finds practically its only market at home, where it must be sold in competition with industrial stock and bonds yielding high rates of return and in competition with United States Government bonds and other securities, which are now selling at a 6 per cent basis."

William S. Lloyd Is Dead

PHILADELPHIA, May 5.—William Supplye Lloyd, a manufacturer, clubman and collector of rare books, died today at the age of sixty. Mr. Lloyd had in his possession what is considered to be the finest collection of Deane's "Robinson Crusoe" in existence. It included 161 dated English editions, 75 undated English editions, 14 children's editions, 8 editions in French, 2 in German, 2 in Italian, 2 in Spanish, Chinese, Arabic, Hebrew, Irish, Japanese, Latin, Yiddish and other languages.

Fingerprint Strike Ended By Cleveland Taxi Drivers

CLEVELAND, May 5.—Two hundred and fifty taxicab drivers who went on a protest strike yesterday because the City Council adopted an ordinance requiring fingerprints and photographic identification of drivers, voted today to return to work at once. John G. Owens, secretary of the Cleveland Federation of Labor, asked the men to return to work pending efforts to have the ordinance amended.

8-Cent Fare on Staten Island; Strike Settled

Trolley Cars to Resume Operation at 5 A. M. To-day; Receiver Tells Conductors to Charge Higher Rate

Authority Not Clear Men, Out Since April 27 on Richmond Co. Lines, Win 60 Cents an Hour Wage

Cars of the Richmond Light and Railroad Company, which stopped running April 27 when Staten Island trolley men went on strike, will start again this morning at 5 o'clock, but at an eight-cent fare. An hour after the strikers voted to return to work at 60 cents an hour for a ten-hour day, Captain John Kuhn, receiver for the company, telephoned to Edward Blackman, superintendent of the road, to tell all conductors to collect eight cents as fare instead of five.

Captain Kuhn did not say where he got the authority to issue such instructions. It was thought that Public Service Commissioner Nixon might have succeeded in obtaining a favorable decision from the Court of Appeals on his claim of right to regulate fares and had advised the receiver to charge eight cents. Mr. Nixon could not be reached last night for a statement.

Nobody was willing to believe that the receiver had issued the instructions on his own responsibility, as in that case, there is no doubt the Corporation Counsel would at once apply for an injunction. The receiver's order gave rise to endless surmise, as indication of a general increase in fares on traction lines in the city.

Captain Kuhn, who in the afternoon made the offer which the trolley men's union accepted at a meeting in Emerald Hall, New Brighton, gave no hint at the time that it would be necessary to increase the fare in order to pay the men 60 cents an hour. When the strike was declared the men demanded 75 cents an hour. Later they offered to compromise on 65 cents. The president of the company declared any increase in pay was out of the question while the five-cent rate prevailed.

Captain Kuhn told the strikers that expert accountants had gone over the books of the company and their reports indicated that wages of 60 cents an hour could be paid. He was anxious to operate the trolley lines, he said, but could not do so at a loss. If the union could accept the 15-cent increase he offered he hoped that the men would go back to work in the morning, leaving lesser details to be settled later.

When the offer was submitted to the men they voted 88 to 12 to accept it and return to work at 5 a. m. The strikers' committee, consisting of Thomas Costello, Michael J. Finnegan, Patrick J. Rooney, Frank Zappoli and Edward J. Leary, is to settle minor details of the dispute in conference with R. L. Rand, vice-president and general manager of the company, to-morrow.

A year's duration of the contract of a year's duration is to be drawn up and entered into by the company and its employees.

The five trolley lines operated by the Richmond Light and Railroad Company are the Castleton Avenue, Elizabeth, South Beach, Jersey Street and Bull's Head routes. About 12,000 persons have been inconvenienced by the strike, which Grover A. Whalen, Commissioner of Plant and Structures, made the occasion of announcing his intention of demanding the forfeiture of the company's franchise and the seizure and operation of the lines by the city.

Whalen's Course Indorsed
While the strike was on, Commissioner Whalen increased the municipal bus service in Staten Island, and his efforts to relieve the situation received the cordial indorsement of Staten Islanders who attended a mass meeting last night in Public School 20, West New Brighton.

A resolution was adopted at this meeting approving of Commissioner Whalen's plan to revoke the franchise of the trolley company and have the city assume responsibility for the operation of the cars. Several speakers expressed the opinion that if the bus service were improved somewhat there would be no need of trolley cars. Frank A. Verdon, a shipbuilder, presided at the meeting.

B. R. T. Employees Take Grievance to Garrison

In response to a demand that he meet a committee of B. R. T. employees connected with the Amalgamated Association of Street and Electric Railway Employees, Lindley M. Garrison, receiver of the company, announced last night



Cendax
-OF COURSE!

ONE QUALITY
THREE SIZES

Extra Size - 10 for 40¢
Straw Tips - 10 for 30¢
Number One - 20 for 35¢

The Old-Time
Turkish Cigarette

he would see the committee this morning.

In a communication to Mr. Garrison, requesting the interview, representatives of divisions 867, 879 and 918 said, in a concluding paragraph: "We insist on having an interview with you not later than 10 a. m. on Thursday, May 6, in order to avoid grave consequences."

It was said the committee wanted the receiver to stop the activities of inspectors and supervisors in behalf of the Cooperative Brotherhood of B. R. T. employees, a rival organization.

"We had a conference with William S. Mendon, the general manager," said Aaron Kopman, head of division 867, "but we were unable to reach an agreement as to what were fair or unfair methods in the efforts of the new organization to enlarge its membership. We then decided to carry our grievances to Mr. Garrison."

A meeting of the joint executive board is to be held to-night to take action on the outcome of the conference this morning.

Board Receives Demands Of Striking N. Y. Tugmen

Labor Board Takes Action Over Protest of Whiter; Yardenmen in Conference

WASHINGTON, May 5.—Over the protest of E. T. Whiter, chairman of the railroad executives' conference committee, the Railroad Labor Board today permitted John H. Pruett, of the Masters' Mates and Pilots' Association, to present the wage demands of striking tug and ferry men at New York.

Mr. Whiter argued that as the men had quit work their demands could not be entertained by the board under its rulings. Chairman Barton said the demands would be heard, and that the board then would rule on the question of proper presentation.

Pruett asked the board to grant deck officers in Atlantic coast harbors an eight-hour day and wages ranging from \$125 to \$160 a month.

Representatives of non-recognized yardmen's associations at a conference here today discussed plans for another attempt to obtain consideration of their demands by the Railroad Labor Board. Definite steps will not be taken, it was said, until after the arrival here of yardmen's representatives from Port Antonio, San Francisco, Los Angeles and other Pacific Coast cities.

James Eubanks, head of the St. Louis Yardmen's Association, said representatives of the various associations would come to the board for presentation of their demands as long as the board remained in Washington, and if not heard, would carry the fight to Chicago, where the board opens hearings May 17.

Women's Tears Move Jersey Legislature

TRENTON, N. J., May 5.—Women in the Senate galleries wept today when they were successful in their effort to have the Legislature take up the housing problem. Both houses yielded to the importunities of the women and rushed through a concurrent resolution authorizing the appointment of a joint committee to investigate the situation.

Senator Runyon, who introduced the resolution, was named as head of the committee which will start work on Monday.

Prominent French Women Replace Striking Workmen

Mlle. Bompard Drives Bus to Break General Walk-Out; Union Rail Chiefs Predict Ultimate Success

PARIS, May 5.—Many fashionable women have offered their services to break the strike of workmen which began May Day, and some of them have been on duty as chauffeurs, ticket takers at the subway stations and at other posts deserted by the union workmen.

Mlle. Bompard, daughter of M. Bompard, French Ambassador to Turkey, who volunteered as an omnibus chauffeur, declared she found the work less difficult than might be expected for a woman. She said her relations with the public were most agreeable in the Latin Quarter and most difficult in the populous Clichy and Batignolles quarters, where "burly workmen rendered the task unpleasant."

Another fashionably dressed woman, who volunteered to punch tickets at subway station, stood all day at her post smiling at the jibes of strikers and the rough jokes of idlers hanging about the station.

The Civic Union, which began recruiting volunteers in view of the railroad strike, received applications from a large number of women who professed

their readiness to do any railroad work, even to acting as engineers on the locomotives. The have not been called upon, however.

Despite official claims that the general railroad strike in France is virtually broken, labor leaders today maintained an optimistic attitude, claiming the outlook was favorable for ultimate success of the movement.

From the railroad headquarters came reports of a movement of passenger traffic characterized as satisfactory, with a marked increase in the number of freight trains run and progress in relieving freight congestion.

HAVRE, May 5.—The French line to-night posted a notice saying that less the crews of its steamships returned to their posts Thursday morning the company would lay up its ships.

Armour & Co. Indicted; Manager Is Arrested

BOSTON, May 5.—Profiteering in meat was charged today against Armour & Co. and their New England manager, John E. Wilson. The latter was arrested on a warrant issued by United States Commissioner Hayes on evidence transmitted by the United States District Attorney's office that lamb brought for less than 10 cents a pound, plus freight charges of about 4 cents a pound, had been sold here for 25 1/2 cents.

Wilson was arraigned before Commissioner Hayes and released on nominal bonds for a hearing on May 12. The corporation was summoned to answer to a similar charge at the same time.

It is alleged that Armour & Co. on May 3 sold at 25 1/2 cents a pound part of a consignment of lamb, the carcasses of lamb brought here from New Zealand. After arraignment, Manager Wilson said Armour & Co. always sold their products at market prices, whether for gain or loss. He said he did not believe the government agents had taken into account any overhead expense in making their figures.

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Miners' Chief Surrenders in Federal Case

Lewis and Other Coal Men Will Be Arraigned in Indianapolis To-day on Charge of Conspiracy

Operators Ask Injunction Suits Filed at Cleveland and St. Louis Question Legality of Lever Act

INDIANAPOLIS, May 5.—John L. Lewis, president of the United Mine Workers of America, surrendered to a United States Marshal here late today on a Federal indictment charging conspiracy to violate the Lever act, and was released on \$10,000 bond. He will be arraigned before United States District Judge A. B. Anderson to-morrow morning along with other miners' officials and coal operators, who were indicted by a special grand jury which investigated the coal strike.

In the indictment on which Mr. Lewis surrendered, 125 miners and coal operators in Indiana, Ohio, Illinois and Western Pennsylvania are named on eighteen counts, including the charge of conspiring to limit the production and to enhance the price of necessities. Mr. Lewis said all members of the miners' union who had received notice of their indictment will appear in the Federal Court here to-morrow for arraignment without requiring removal proceedings.

Charles E. Hughes, special counsel for the United Mine Workers, was in the city to-night, and will appear for the indicted union men in court to-morrow.

CLEVELAND, May 5.—Attorneys for Cleveland coal operators included in the list of 125 miners and operators indicted in Indianapolis in March, filed an alleged conspiracy in violation of the Lever fuel control act, filed a bill of complaint in Federal court here today. The bill names District Attorney Wertz, Attorney General Palmer and others as defendants. It asks that they be enjoined from prosecuting the indictments, claiming the sections under which the indictments were returned are unconstitutional, and asking that these sections be declared null and void.

A temporary restraining order is sought and upon final hearing a permanent injunction.

ST. LOUIS, May 5.—Suit for an injunction restraining government officials from compelling their appearance in the United States District Court at Indianapolis to answer indictments charging violation of the Lever food and fuel control act, was filed in Federal court here today by three mine operators under indictment as a result of the recent miners' strike.

Application for the injunction was made by W. K. Kavanaugh, president of the Southern Coal, Coke & Mining Company; T. M. Jenkins, president of the St. Louis & O'Fallon Coal Company, and W. L. Schmick, vice-president and general manager of the Big Muddy Coal & Iron Company. All are local companies.

The suit questions the constitutionality of the Lever act, and asserts that under the sixth amendment of the Constitution removal of jurisdiction to the Indianapolis court is prohibited.

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"THE PARIS SHOP OF AMERICA"

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An opportune buying time for those who desire Fashions of the very highest type at Greatly Reduced Prices—

TAILORED AND DRESSY SUITS

Formerly \$95 to \$245—\$75—\$95—\$125—\$145

A large assortment of smart effects in the desirable models and materials, including several youthful styles.

STREET AND AFTERNOON DRESSES

Formerly \$125 to \$195—\$75—\$95—\$125

Of tricotine, twill, taffeta, and satin.

DAY COATS AND WRAPS

Formerly \$95 to \$195—\$75—\$95—\$125—\$150

Handsome styles in the smart new shades.

SEMI-DRESS AND DRESSY HATS

Formerly \$25 to \$50—\$15—\$20 to \$35

A regrouping of this season's smartest styles.

MAY FUR SALE

continues with renewed activity—our entire fur stocks having been re-priced, savings average twenty-five per-cent.

SCAR